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ATTORNEY DOCKET NO. CONFIRMATION NO. FIRST NAMED INVENTOR FILING DATE APPLICATION NO. 9713 7784-000302 . Drew A. Pappas 09/955,919 09/19/2001

27572

7590

02/26/2003

HARNESS, DICKEY & PIERCE, P.L.C. P.O. BOX 828 BLOOMFIELD HILLS, MI 48303

EXAMINER

HARVEY, JAMES R

PAPER NUMBER ART UNIT

2833

DATE MAILED: 02/26/2003

Please find below and/or attached an Office communication concerning this application or proceeding.

				—— <i>î</i>
•		Application No.	Applicant(s)	/
		09/955,919	PAPPAS ET AL.	
•	Office Action Summary	Examiner	Art Unit	
		James R. Harvey	2833	
Period fo	The MAILING DATE of this communication ap	ppears on the cover sheet with the	correspondence address	
A SHO THE N - Exten after S - If the - If NO - Failur - Any re	DRTENED STATUTORY PERIOD FOR REP MAILING DATE OF THIS COMMUNICATION sions of time may be available under the provisions of 37 CFR 1 SIX (6) MONTHS from the mailing date of this communication. period for reply specified above is less than thirty (30) days, a reperiod for reply is specified above, the maximum statutory period to reply within the set or extended period for reply will, by statuely received by the Office later than three months after the mail dipatent term adjustment. See 37 CFR 1.704(b).	l136(a). In no event, however, may a reply be eply within the statutory minimum of thirty (30) of d will apply and will expire SIX (6) MONTHS fro tte, cause the application to become ABANDO	timely filed lays will be considered timely. om the mailing date of this communication. NED (35 U.S.C. § 133).	
1)⊠	Responsive to communication(s) filed on 09	December 2002 .		
2a)⊠	<u> </u>	This action is non-final.		
3)	Since this application is in condition for allow	wance except for formal matters,	prosecution as to the merits is	
Dispositi	closed in accordance with the practice unde on of Claims	er Ex parte Quayle, 1955 C.D. 11	, 400 0.0. 210.	
- 4)⊠	Claim(s) 1-10 is/are pending in the application	on.		
•	4a) Of the above claim(s) is/are withdr			
5)	Claim(s) is/are allowed.			
6)⊠	Claim(s) <u>1-10</u> is/are rejected.			
7) 🗌	Claim(s) is/are objected to.			
•	Claim(s) are subject to restriction and on Papers	or election requirement.		
9) 🔲 -	The specification is objected to by the Examir	ner.	•	
10)🛛 🗆	The drawing(s) filed on <u>19 September 2001</u> is	s/are: a)⊠ accepted or b)☐ objecte	ed to by the Examiner.	
•	Applicant may not request that any objection to			
11)[The proposed drawing correction filed on	is: a)□ approved b)□ disapp	proved by the Examiner.	
	If approved, corrected drawings are required in			
,	The oath or declaration is objected to by the E	Examiner.		
•	ınder 35 U.S.C. §§ 119 and 120			
	Acknowledgment is made of a claim for forei	gn priority under 35 U.S.C. § 119	(a)-(d) or (f).	
a)[☐ All b)☐ Some * c)☐ None of:			
	1. Certified copies of the priority docume		, _at h (_	
	2. Certified copies of the priority docume			
* 8	3. Copies of the certified copies of the prapplication from the International Electric action for a limit	Bureau (PCT Rule 17.2(a)).		
14) 🗌 A	cknowledgment is made of a claim for dome	stic priority under 35 U.S.C. § 11	9(e) (to a provisional application).
a; 15) <u></u>) The translation of the foreign language packnowledgment is made of a claim for dome	provisional application has been restic priority under 35 U.S.C. §§ 1	eceived. 20 and/or 121.	
Attachment				
2) Notic	e of References Cited (PTO-892) e of Draftsperson's Patent Drawing Review (PTO-948) nation Disclosure Statement(s) (PTO-1449) Paper No(s)	5) Notice of Inform	ary (PTO-413) Paper No(s)	.~
J.S. Patent and Ti	rademark Office			

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DETAILED ACTION

Claim Objections

- Claim(s) 8 and 9 are objected to because of the following informalities:
- -- In reference to claims 8 and 9, there appears to be several typographical errors. On lines 2 and 4 of claim 8, the reference to aircraft is removed in the amendment and replaced with "mobile platform". The removal of "aircraft" creates an antecedent type of an error with the new amendment language of lines 5 and 10 in which the amended claim language incorrectly introduces "aircraft" into claim 8. Applicant must choose either "mobile platform" or "aircraft" and use it consistently throughout the claim. For purposes of examination, the claim is seen to be requiring the limitation of "aircraft".
- -- Appropriate correction of the above is required.

Claim Rejections - 35 USC § 103

- The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:
 - (a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived by the manner in which the invention was made.
- Claim(s) 1 and 4-7 are rejected under 35 U.S.C. 103(a) as being unpatentable over Harvey (5590022) in view of an article by Marsha Walton dated January 23, 2001.
- -- In reference to claim 1, Harvey shows ((figure 1)
- a housing 4 that can be adapted to be disposed adjacent to a portion of a seat of the mobile platform (column 2, lines 25-32);

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a first networking port 42 (figure 1) disposed in the housing adapted to couple the portable electronic device to the network for providing network connectivity of the portable electronic device wherein the network is on-board the mobile platform (column 2, lines 25-32); and

a power port 64 (figure 1) disposed in the housing that can be adapted to receive a DC power cable of the portable electronic device for providing power to the portable electronic device.

However, one may argue that Harvey's teaching (column 2, lines 25-32) of the connector that can be used without land lines on an airplane does not inarguably show that the network is onboard the mobile platform.

Walton provides teachings that the network is on board the airplane.

It would have been obvious to one of ordinary skill in the art at the time the invention was made to have the network on the airplane because as Walton teaches on page 2, lines 17-20, people sometimes need to get information and articles written on certain things and getting that information while the person is flying would save that person a lot of time.

- -- In reference to claim 4, it is addressed below.
- -- In reference to claim 5, Harvey shows the power port comprises a multi-pin power connector.
- -- In reference to claim 6, Harvey shows (figure 1) the power port 64 and networking port 42 are disposed in a common wall of the housing 4.
- -- In reference to claim 7, it is addressed below.
- -- In reference to claims 4 and 7 the rejection of these claims is substantially the same as was explained in the previous office action that the applicant did not dispute. Concerning each

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respective claim's intended use language of the power port comprises a 15 volt DC power connector and the network is of the type selected from the group consisting of a local area network (LAN), a wide area network (WAN), internet, an intranet, and combination thereof, and the network is of the type selected from the group consisting of a local area network (LAN), a wide area network (WAN) and an intranet

a recitation of the intended use of the claimed invention must result in a structural difference between the claimed invention and the prior art in order to patentably distinguish the claimed invention from the prior art. If the prior art structure is capable of performing the intended use, then it meets the claim. In a claim drawn to a process of making, the intended use must result in a manipulative difference as compared to the prior art. See *In re Casey*, 152 USPQ 235 (CCPA 1967) and *In re Otto*, 136 USPQ 458, 459 (CCPA 1963).

- Claim(s) 2 and 3 are rejected under 35 U.S.C. 103(a) as being unpatentable over Harvey (5590022) in view of an article by Marsha Walton dated January 23, 2001 and further in view of Francis (6315618).
- -- In reference to claim 2, Harvey shows substantially the invention as claimed. However,
 Harvey does not show the networking port comprises a Universal Serial Bus port or that the RJtype connector is an RJ45.

Francis teaches that all types and styles of connector including RJ-type and other connectors (e.g. universal serial bus connectors) for physical electrical connection of communication devices (column 4, lines 63-66) and that the necessary modifications to enable coupling to different connectors would be known to those skilled in the art (column 5, lines 5-10).

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It would have been obvious to one of ordinary skill in the art at the time the invention was made to choose to use an universal serial bus connector instead of the RJ-type that is shown by Harvey because Francis teaches that all types and styles of connector including RJ-type and other connectors (e.g. universal serial bus connectors) for physical electrical connection of communication devices (column 4, lines 63-66).

- Claim(s) 8 and 9 are rejected under 35 U.S.C. 103(a) as being unpatentable over Harvey (5590022) in view of an article by Marsha Walton dated January 23, 2001, in view of Francis (6315618), and further in view of Thompson (6206480).
- -- In reference to claim 8, Harvey shows

a housing 4 that can be adapted to be coupled to a seat within the aircraft to a be readily accessible electronic by an occupant of the seat while the occupant is seated in the seat (column 2, lines 25-32);

a first networking port 51, wherein the network is located on-board the aircraft (column 2, lines 25-32);

a second networking port 42 comprising an RJ-type port disposed in the housing adapted to couple the portable electronic device to the network for providing network connectivity of the portable electronic device; and

a power port 64 disposed in the housing that can be adapted to receive a DC power cable of the portable electronic device for providing power to the portable electronic device.

-- In particular reference to the claim language "network located on-board the aircraft", one may argue that Harvey's teaching (column 2, lines 25-32) of the connector that can be used without

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land lines on an airplane does not inarguably show that the network is onboard the mobile platform.

Walton provides teachings that the network is on board the airplane.

It would have been obvious to one of ordinary skill in the art at the time the invention was made to have the network on the airplane because as Walton teaches on page 2, lines 17-20, people sometimes need to get information and articles written on certain things and getting that information while the person is flying would save that person a lot of time.

-- In particular reference to the claim language "RJ-45" connector, Harvey does not show an RJ-45 networking port (Harvey simply shows an RJ-type port 42).

Francis teaches that all types and styles of connector including RJ-type and other connectors for physical electrical connection of communication devices (column 4, lines 63-66) and that the necessary modifications to enable coupling to different connectors would be known to those skilled in the art (column 5, lines 5-10).

It would have been obvious to one of ordinary skill in the art at the time the invention was made to choose to use a specific RJ-45 connector instead of the RJ-type that is shown by Harvey because Francis teaches that all types and styles of connector including RJ-type and other connectors for physical electrical connection of communication devices (column 4, lines 63-66).

-- In particular reference to the claim limitation a first network port comprising a Universal Serial Bus disposed in the housing adapted to couple the portable electronic device to the network for providing network connectivity of the portable electronic device; Harvey does not show the Universal Serial Bus.

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Thompson teaches (column 2 lines 35-40) that several methods of data connection can be used and indicates a parallel connector (element 51 of Harvey) and a USB are part of those several methods of data connection.

It would have been obvious to one of ordinary skill in the art at the time the invention was made to use the teachings of Thompson to modify the connectors of Harvey because, as taught by Thompson (column 1, lines 27-29), some mobile users of mobile modular computing and communication systems need to deploy several additional peripherals that need both power supply and data connections to the portable computer.

- -- In particular reference to reference to the claim language "coupled" is a broad term that is seen to mean link together. A computer user sitting in the seat with Harvey's invention on his lap "couples" Harvey's invention to the airplane seat (see attached definition from The American Heritage Dictionary).
- -- In reference to claim 9, the rejection of this claim is substantially the same as was noted in the previous office action of which applicant did not dispute. Concerning the network is of the type selected from the group consisting of a local area network (LAN), a wide area network (WAN), internet, an intranet, and combination thereof, and the network is of the type selected from the group consisting of a local area network (LAN), a wide area network (WAN) and an intranet;

a recitation of the intended use of the claimed invention must result in a structural difference between the claimed invention and the prior art in order to patentably distinguish the claimed invention from the prior art. If the prior art structure is capable of performing the intended use, then it meets the claim. In a claim drawn to a process of making, the intended use

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must result in a manipulative difference as compared to the prior art. See *In re Casey*, 152 USPQ 235 (CCPA 1967) and *In re Otto*, 136 USPQ 458, 459 (CCPA 1963).

• -- In reference to claim 10, Harvey (5590022) in view of an article by Marsha Walton dated January 23, 2001, in view of Francis (6315618), and further in view of Thompson (6206480) shows substantially the invention as claimed.

Harvey also shows a housing 4 coupled to a seat of the aircraft that is accessible by the occupant of the seat while the occupant is seated in the seat.

-- In particular reference to reference to the claim language "coupled" is a broad term that is seen to mean link together. A computer user sitting in the seat with Harvey's invention on his lap "couples" Harvey's invention to the airplane seat (see attached definition from The American Heritage Dictionary).

Response to Arguments

-- Applicant's arguments filed in response to the previous office action have been considered, but they are most in view of the new grounds of rejection.

Conclusion

• Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP § 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire THREE

MONTHS from the mailing date of this action. In the event a first reply is filed within TWO

MONTHS of the mailing date of this final action and the advisory action is not mailed until after

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the end of the THREE-MONTH shortened statutory period, then the shortened statutory period

will expire on the date the advisory action is mailed, and any extension fee pursuant to 37

CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event,

however, will the statutory period for reply expire later than SIX MONTHS from the mailing

date of this final action.

• Any inquiry concerning this communication or earlier communications from the examiner

should be directed to James R. Harvey whose telephone number is 703-305-0958.

• If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor,

Paula A. Bradley can be reached on 703-308-2319. The fax phone numbers for the organization

where this application or proceeding is assigned are 703-305-7724 for regular communications

and 703-308-7722 for After Final communications.

• Any inquiry of a general nature or relating to the status of this application or proceeding

should be directed to the receptionist whose telephone number is 703-308-0952.

James R. Harvey, Examiner

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February 14, 2003

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